

U.S. Officials Only

CONFIDENTIAL

SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1

COUNTRY USSR

SUBJECT Entrance and Departure Procedures/Hydrographic
Information/Harbor Facilities and Installations

25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS REPORT IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

RESPONSIVE TO	
1	2
CD NO.	
OO/C NO.	<i>Gaine 38</i>
ORR NO.	
DAS NO.	
OCI NO.	

DATE DISTR. 17 Aug 1953

NO. OF PAGES 4 25X1

NO. OF ENCLS. 1

The Office of Naval Intelligence furnished the following information to CIA for IAC dissemination in accordance with paragraph 3(c), NSCID 7. (DIO 11ND Conf Report No 292-53.)

25X1

1. Brief: This report is concerned with information of a general nature on the Odessa port area of the USSR. Data is included on entrance and departure procedure, hydrographic information, Odessa harbor facilities, cargo handling operations, naval activity, military installations and fortifications, merchant vessels and export cargoes, and shore leave in Odessa.
2. Entrance and Departure Procedure: Between the months of January and September 1952 [redacted] ship, called at Odessa fifteen times. Each time the vessel arrived at Odessa harbor she was boarded, after docking, by both Customs and Sanitation officials. The customs inspections generally lasted about two hours. As a part of the inspection, all cameras, binoculars, rifles, etc., were looked up in the ship's wireless room. Upon each departure from Odessa Harbor, the vessel received a similar customs inspection at which time the wireless room was unlocked. Source reported that his ship, as well as every other foreign vessel calling at Odessa, was boarded soon after arrival by a person proficient in the native tongue of that vessel. The purpose of this boarding is purely for the dissemination of propaganda.
3. Hydrographic Information in the Odessa Area: Source advised that corrections should be made on hydrographic chart, "Odessa Harbors", [redacted], as follows:
 - a. Inasmuch as large passenger ships of 22 thousand to 25 thousand tons dock alongside the head of the "Military Mole", the water depth here is estimated to be at least 30 feet, rather than 17 to 18 feet, as shown.
 - b. A docking area on the inner side of the breakwater opposite the "New Mole"

h 25X1

25X1

NAVY review

U.S. Officials Only

CONFIDENTIAL

SECURITY INFORMATION

SECURITY INFORMATION											
DISTRIBUTION ➡	STATE X		ARMY X		NAVY X		AIR X		FBI		

This report is for the use within the USA of the Intelligence components of the Departments or Agencies indicated above. It is not to be transmitted overseas without the concurrence of the originating office through the Assistant Director of the Office of Collection and Dissemination, CIA.

- 2 -

(located approximately 46°29'42" N., 30°45'11" E.) is shown on Chart, "Odessa Harbors," as being 19 feet deep. Source stated that during July or August 1952, an ex-Italian warship of approximately four thousand tons was moored alongside the breakwater in approximately this position as marked on the chart. . . . Because of the size of this ship, source estimated the water depth at this location to be at least 25 feet.

Source stated that on numerous occasions he had noticed cranes and lighters working in an area bounded roughly east and west by 30°47' E and 30°50' E and north and south by 46°32' N and 46°30' N. Apparently wrecks and other obstructions were being cleared from this area. In an area to the east of the "Quarantine Mole", in the vicinity of 46°29' N, 30°46' E, source noted numerous fishing nets and poles.

4. Odessa Harbor Facilities:

- a. Cranes and Grain Elevator Pipes: The chart shows the location of the following berths: 1 through 5, 7 through 11, 16 through 21, 25, 35 and 36 as marked by source. Source reported US-made, 5 to 6 ton, movable cranes located as follows: one crane at berth 1; two cranes at berths 7, 8, 9 and 10; one crane at berths 16, 17 and 18; four cranes at berth 20; and one crane at berth 25. In addition, source noted two large coal cranes at berth 21 and a mobile seven-ton crane mounted on a truck which was available for use anywhere in the harbor area. The majority of the cranes in operation at Odessa were operated by women. Grain elevator pipes are located at berths 2 and 5. Grain silos are located opposite berth 5.
- b. Pratique Harbor: The harbor listed as "Pratique Harbor" is utilized by the Soviet Navy. Source reported that an eight foot stone wall surrounds this entire harbor. When source first called at Odessa in January 1952 this wall had been completed except for approximately 150' to 200' at the northeastern end of the "military mole". This extension is marked on the chart on 4 Sep 52 25X1 the extension had been completed. The wall surrounding Pratique Harbor completely restricts vision into the harbor except from the entrance.
- c. "New Mole": The "New Mole" was apparently damaged during World War II. The head of the mole and approximately 500' to 600' on the northwestern side is reportedly still "broken down" and, therefore, unusable. The entire southeastern side of the "New Mole" is used as a coal pier. Coal piles were observed by source along this pier and opposite berths 19 and 20. Source stated that a pilot station is located at the head of "Platonovski Mole".
- d. New Construction: Little construction activity was observed by source on his visits to Odessa. However, source did observe that a new two-story stone warehouse was being constructed opposite berth 10 in the "Quarantine Harbor". Source estimated that this warehouse should have been completed by approximately June, 1953. A new refrigeration warehouse for beef products was also under construction during the period of source's visits to Odessa. This warehouse was reported to be three stories high, 50 meters long, 15 meters wide and located opposite "Cabotage Harbor" in the position indicated on the chart.
- e. Railroad Tracks: Railroad tracks in the Odessa Harbor area are as previously shown on the hydrographic chart. Source stated that the harbor trackage was "in good" condition.
- f. Floating Drydocks: Source reported that two and possibly three floating drydocks were anchored in the "Repairing Basin". The approximate locations of the two floating drydocks definitely remembered by source are marked on the chart. They are large enough to accommodate vessels of 25 thousand tons.
- g. Fueling Pier: The fueling pier in the "Petroleum Harbor" maintains accommodations for three vessels. The approximate berth locations are marked on the chart.

CONFIDENTIAL/US OFFICIALS ONLY/SECURITY INFORMATION

CONFIDENTIAL/US OFFICIALS ONLY/SECURITY INFORMATION

- 2 -

(located approximately 46°29'42" N., 30°45'11" E.) is shown on Chart, "Odessa Harbors," lag being 19 feet deep. Source stated that during July or August 1952, an ex-Italian warship of approximately four thousand tons was moored alongside the breakwater in approximately this position as marked on the chart. Because of the size of this ship, source estimated the water depth at this location to be at least 25 feet.

Source stated that on numerous occasions he had noticed cranes and lighters working in an area bounded roughly east and west by 30°47' E and 30°50' E and north and south by 46°32' N and 46°30' N. Apparently wrecks and other obstructions were being cleared from this area. In an area to the east of the "Quarantine Mole", in the vicinity of 46°29' N, 30°46' E, source noted numerous fishing nets and poles.

4. Odessa Harbor Facilities:

- a. Cranes and Grain Elevator Pipes: The chart shows the location of the following berths: 1 through 5, 7 through 11, 16 through 21, 25, 35 and 36 as marked by source. Source reported US-made, 5 to 6 ton, movable cranes located as follows: one crane at berth 1; two cranes at berths 7, 8, 9 and 10; one crane at berths 16, 17 and 18; four cranes at berth 20; and one crane at berth 25. In addition, source noted two large coal cranes at berth 21 and a mobile seven-ton crane mounted on a truck which was available for use anywhere in the harbor area. The majority of the cranes in operation at Odessa were operated by women. Grain elevator pipes are located at berths 2 and 5. Grain silos are located opposite berth 5.
- b. Pratique Harbor: The harbor listed as "Pratique Harbor" is utilized by the Soviet Navy. Source reported that an eight foot stone wall surrounds this entire harbor. When source first called at Odessa in January 1952 this wall had been completed except for approximately 150' to 200' at the northeastern end of the "military mole". This extension is marked on the chart. 25X1
the extension had been completed. The wall surrounding Pratique Harbor completely restricts vision into the harbor except from the entrance.
- c. "New Mole": The "New Mole" was apparently damaged during World War II. The head of the mole and approximately 500' to 600' on the northwestern side is reportedly still "broken down" and, therefore, unusable. The entire southeastern side of the "New Mole" is used as a coal pier. Coal piles were observed by source along this pier and opposite berths 19 and 20. Source stated that a pilot station is located at the head of "Platonovski Mole".
- d. New Construction: Little construction activity was observed by source on his visits to Odessa. However, source did observe that a new two-story stone warehouse was being constructed opposite berth 10 in the "Quarantine Harbor". Source estimated that this warehouse should have been completed by approximately June 1953. A new refrigeration warehouse for beef products was also under construction during the period of source's visits to Odessa. This warehouse was reported to be three stories high, 50 meters long, 15 meters wide and located opposite "Cabotage Harbor" in the position indicated on the chart.
- e. Railroad Tracks: Railroad tracks in the Odessa Harbor area are as previously shown on the hydrographic chart. Source stated that the harbor trackage was "in good" condition.
- f. Floating Drydocks: Source reported that two and possibly three floating drydocks were anchored in the "Repairing Basin". The approximate locations of the two floating drydocks definitely remembered by source are marked on the chart. They are large enough to accommodate vessels of 25 thousand tons.
- g. Fueling Pier: The fueling pier in the "Petroleum Harbor" maintains accommodations for three vessels. The approximate berth locations are marked on the chart.

CONFIDENTIAL/US OFFICIALS ONLY/SECURITY INFORMATION

CONFIDENTIAL/US OFFICIALS ONLY/SECURITY INFORMATION

- 3 -

5. Cargo Handling Operations: At Odessa the harbor is divided into 12 sections, each capable of handling from four to five oceangoing vessels. More than 50 per cent of these sections are managed by women. Source reported that they were most efficient and capable as to storage, loading and unloading matters. Longshoremen at Odessa worked day and night with three eight-hour shifts per 24-hour day.
6. Naval Activity Noted at Odessa: Although the eight-foot wall surrounding "Pratique Harbor" restricted vision into the harbor area, source was able to view the area from a terrain vantage point opposite the harbor. Source stated that the harbor contained only small naval vessels of approximately "torpedo boat" size. Other than the presence of these small naval craft, source observed no other activity of any apparent importance within the "Pratique Harbor" area. In July or August 1952 an ex-Italian warship of approximately four thousand tons was moored along the breakwater opposite the "New Mole" in the approximate position marked on the chart. Source described this vessel as being approximately 150 meters in length and having twin stacks. During his 15 visits to the Odessa area between January and September 1952, source observed a total of three or four submarines in the process of either entering or departing the harbor area. He described these submarines as being small in size. Although many Soviet naval personnel were seen in the city of Odessa, there was generally no evidence that Odessa had become a naval base of increasing importance in 1952.
7. Military Installations and Fortifications: "Pratique Harbor" was the only military installation noted by source in Odessa. Source advised that he had seen no coastal defense or anti-aircraft batteries, sonar, radar, radio, or other warning devices, lookout posts, nets, booms, or any other defense installations in the Odessa area. However, source did report that a military airfield is apparently located south of Odessa and a few miles inland from Cape Fontana. Source stated that jet-type military aircraft with swept wings were continually flying overhead during his visits to Odessa. Source commented that they were apparently conducting daily operations.
8. Merchant Vessels and Export Cargoes: Many foreign merchant vessels were seen at Odessa, however, source could remember the name of only three of these vessels. Two former German passenger vessels, the GRUSIA and the ROSSIA, each of approximately 22 thousand to 25 thousand tons, were used by the Soviets as Black Sea passenger ships. These vessels docked at berths 35 and 36 of the "Military Mole". The SLAVIA, a mother whaling ship of approximately 15 thousand to 18 thousand tons, was also noted at one time by source in Odessa Harbor. Approximately 20 smaller whaling craft of about one thousand tons each accompanied this mother ship. Source stated that out of natural curiosity as a merchant seaman he had requested permission from the port authorities to board and inspect the SLAVIA. This permission was not granted. Three or four merchant repair ships were moored at the southeastern end of "Quarantine Harbor" between berths 5 and 7. Source stated that the following cargo goods were exported from Odessa: iron plate, zinc bars, copper, automobiles and trucks.
9. Ashore in Odessa:
- a. Procedure for Going Ashore: The crew of source's ship and of the other merchant ships in port were allowed ashore at Odessa. Foreign seamen when leaving their respective vessels for shore leave were not searched in any way. No attempt was even made by Soviet authorities to search briefcases or bags carried ashore. However, upon departure from their ship, a liberty-card type ticket was issued by the military guards to the departing personnel. This ticket listed the individual's name, his number (the numbers were listed according to merchant rank, i.e., the master of each vessel had #1), and his ship. Upon departure from the ship, half of this ticket was retained by the guards, and the other half kept by the shore-going personnel, who turned it in upon their return to the vessel. In this way a close track was kept of all ship's personnel ashore.

CONFIDENTIAL/US OFFICIALS ONLY/SECURITY INFORMATION

CONFIDENTIAL/US OFFICIALS ONLY/SECURITY INFORMATION

- 4 -

- b. Transportation: Transportation in Odessa was provided by busses. Few taxis were seen. Source stated that there were only about 15 cars in the whole of Odessa. Some of these automobiles were US-made, others Soviet. Source stated that the Soviet cars tended to leak in rainy weather. While ashore source reported that he was at no time followed or accompanied by Soviet guards.

25X1

25X1

Source stated that he was only allowed to see public buildings, monuments, housing for workers, and similar sights. The roads within the city limits of Odessa were asphalt and considered by source to be in "good" condition. However, once outside of the city limits, the roads were dirt and were described as being "very bad".

25X1

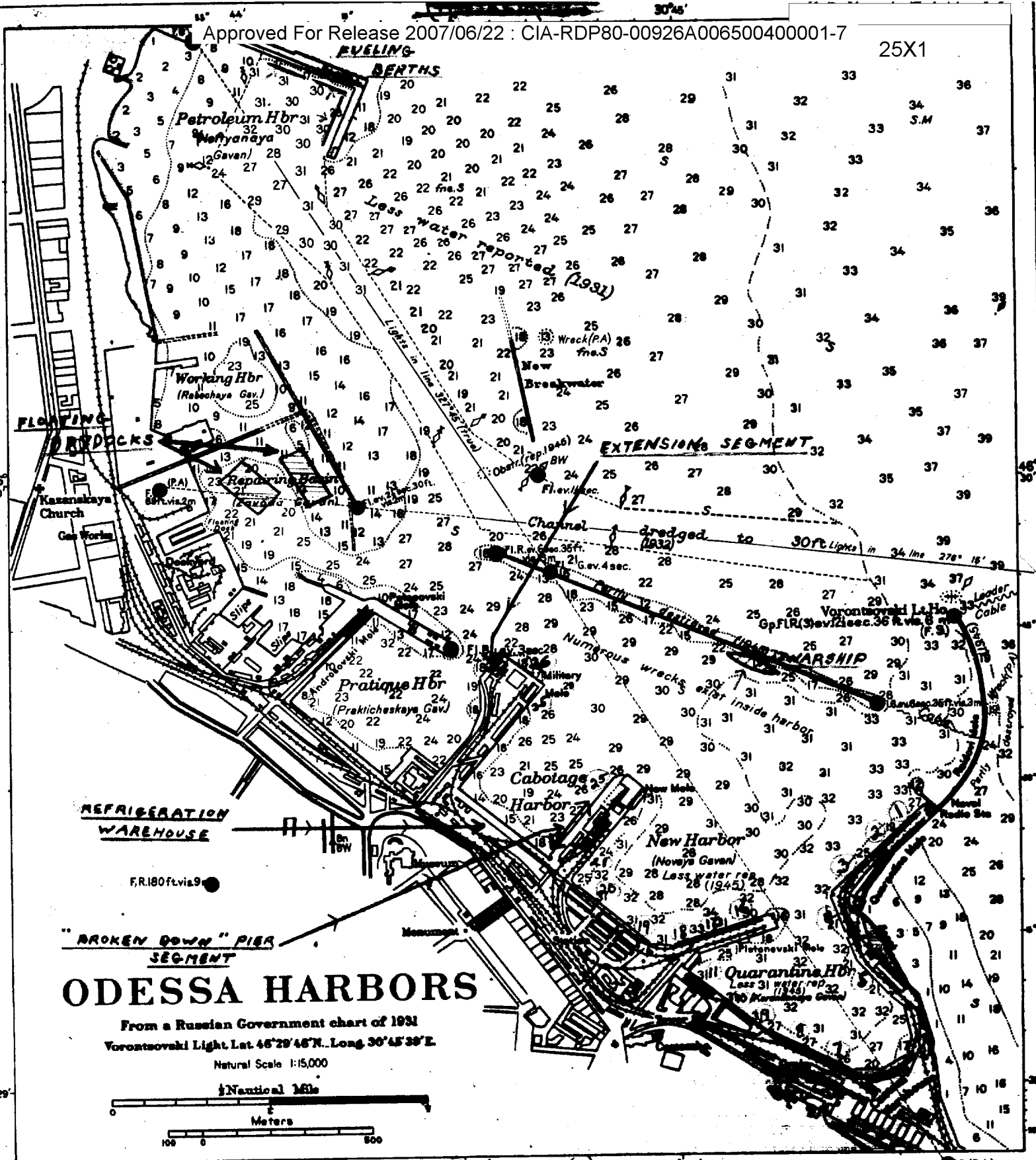
- c. Entertainment: While on liberty ashore in Odessa, foreign crew members as well as Soviet naval personnel entertained themselves at various bars throughout the city, at the opera theater which source described as being "very excellent", and at sports such as football and track. Source reported that there are no houses of prostitution in Odessa open to foreign merchant crews. Soviet women did not dare speak to or associate with foreign seamen for fear of being later questioned by Soviet authorities. This fear of associating with foreign merchantmen on the part of Soviet women was found in Odessa only and was not the case in the Bulgarian city of Burgas, where although restrictions existed, crew members had no trouble in finding female companionship. Prices in Odessa were reportedly extremely high. A heavy Soviet shirt of what source described as "linseed" material cost US\$ 45. The food served in Odessa restaurants was far from luxurious. Source noted that Odessa meat stores hung wooden imitations of sausages, hams, etc. in their windows. Crew members of source's ship wore ordinary street clothing during their visits ashore at Odessa. Source commented, however, that their clothing was far superior to that worn by any of the civilian populace of Odessa.

25X1

- end -

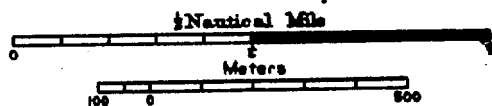
CONFIDENTIAL/US OFFICIALS ONLY/SECURITY INFORMATION

25X1



ODESSA HARBORS

From a Russian Government chart of 1931
 Vorontsovsk Light Lat 46°29'48"N. Long 30°45'38"E.
 Natural Scale 1:15,000



Page Denied